



Service Bulletin

File in Section: -

Bulletin No.: 17-NA-281

Date: September, 2017

INFORMATION

Subject: RDM Axle Ratios for AWD Vehicles for Vibration Diagnostics When Using the Pico Scope

Brand:	Model:	Model Year:		VIN:		Rear Axle Ratio
		from	to	from	to	
Buick	LaCrosse Regal	2010	2018			2.769:1
Buick	Envision	2017	2018			2.769:1
Buick	Enclave	2008	2018			2.733:1
Buick	Encore	2014	2018			2.529:1
Cadillac	SRX	2010	2016			2.769:1
Cadillac	XTS	2010	2018			2.769:1
Cadillac	XT5	2017	2018			2.769:1
Chevrolet	Equinox Captiva	2010	2017			2.533:1
Chevrolet	Equinox	2018	2018			2.769:1
Chevrolet	Traverse	2009	2018			2.733:1
Chevrolet	Trax	2014	2018			2.529:1
GMC	Terrain	2010	2017			2.533:1
GMC	Terrain	2018	2018			2.769:1
GMC	Acadia (VIN R or V)	2007	2018			2.733:1
GMC	Acadia (VIN N)	2017	2018			2.769:1
Saturn	OUTLOOK	2007	2010			2.733:1
Saturn	VUE	2008	2009			2.533:1

Involved Region or Country	North America
Condition	During diagnosis of a vibration concern on AWD vehicles with transaxles, it is important to note that the rear axle ratio is not the same as the RPO final drive ratio shown in the Vehicle Build section of Global Warranty Management.
Cause	The RPO final drive ratio is the final drive ratio in the transmission and not the same as the rear axle (RDM) ratio. The rear drive axle on AWD vehicles is driven by a transfer case (referred to as a PTU or Power Take-Off Unit) through a longitudinal propeller shaft. The PTU speeds up and reduces the torque to the propshaft then the RDM slows down and increases the torque to the wheels. Because the torque is reduced, we can use a smaller, lighter propshaft. The smaller propeller shaft fits in a tighter space as well as transmits less energy to the vehicle while in operation, reducing noise and vibration.
Correction	The correct RDM final drive ratio to use for vibration diagnostics can be found in the Driveline/Axle, Rear Drive Axle, Specifications page in SI.

Parts Information

No parts are needed for this concern.

Version	1
Modified	

